

economy prevail, which consists in a fair distribution of the world's goods to the skilled, though humble workman; that we shall build well and build beautifully, structures sound in the heart, and correspondingly admirable on the exterior. Take cheer, honest workmen, your present sufferings, from narrow sources of employment and limited wages, are in full promise of mitigation. We hail Mr. Drake as one of the benefactors of our class. He is labouring for us might and main,—why? the restoration of one of our old churches would provide more employment than the building of half a dozen trumpery cheap ones of the present day; but as to elevating the mind of the workman by engaging him in the realisation or the restoration of beautiful designs, there is no comparison,—in the one case he is an artist, in the other a mechanical drudge.

"In the course of my first lecture, I rotated a comparison between the ancient structures, the review of which we have just concluded, and those modern buildings, so many of which have been erected within the last twenty years. I referred to those in this city, not because they are more reprehensible than others, but because they are the examples of a class of buildings which can be immediately referred to. They are built under the sanction of high authority, and, indeed, many of the most objectionable features in them, and against which we most strongly protest, were made by the Incorporated Society the conditions upon which their aid was granted. Some modification of those conditions has been readily granted to the intervention of the Oxford Architectural, the Cambridge, and their sister societies. That as the knowledge of the true principles of church architecture is developed, others will be yielded, there can be little doubt; but in the meantime it would be well if church builders could be brought to look upon their undertaking with that single-minded determination of doing all things consistently with the strict rules of their art, in accordance with the honour of Him to whom they dedicate their labours, which should lead them to reject at once assistance offered on conditions not compatible with that beauty, that truthfulness, that decency and honour, which are due to the house of God.

"But there is another point arising out of the study of our ecclesiastical models, demands the adherence to them in building new churches, upon which I must claim freedom to speak, for it is one which obstructs itself continually upon our observation, and while it raises feelings of indignation and sorrow, it should stir up our zeal to work a remedy for it. The age which preceded the present, called reverend Gothic of the nineteenth century was one of the darkest ignorance, and has been characterized by the most wanton barbarism in the restoration and preservation of our ancient churches. Original object and pre-eminence have been reduced to the verge of ruin—loss calculating parsimony, and perverted taste, have restored to our present use, many of our noblest churches. Take as instances the Tower of St. Mary's, Warwick; that of the noble Collegiate Church of Selby, with its modern balustrade—look at the last relic of the groined lantern roofs of Trinity and St. Michael's, or the hideous aisle and chancel windows which stand in such striking contrast with the tower and spire at All Saints; and such like promiscues are still going on—and therefore the Ecclesiologist has not half done his work if he only applies his knowledge and remembers to the building of new churches. A high as this object is, noble as it is to raise the glory of God a new temple, and to add the voice of another font, another altar, another pulpit, another place of prayer, to those which proclaim Jesus Christ and Him crucified: there is yet one obligation, high as still, that of preserving and perpetuating in all their beauty and in all their integrity those temples of God which the piety of his forefathers raised, and which they left in humble faith an heritage of unfiged responsibility and privilege to the church for ever. Surely that is a task not according to knowledge which talks of building new churches, while our old ones are crumbling into dust; it may be more gratifying to our pride to be the founders of the new rather than the preservers of the old ones, but pride has no place in the proper discharge of our duty to God. If pride is to find place among the motives which lead us to build the temples of God, if ostentatious display of the desire of saying of having done thus much in this cause, be admitted as considerations in this matter, then, whatever may be the future profit to others, we can have but faint hope of funds so little and so mean, so filled with thoughts of worldly aspect, so replete with self, so impossible to the humbling graces of Christian devotion, so ignorant of what is due to the glory and omnipotence of God. In this place, the question of church repairing is one of the deepest importance. It has been well observed with reference to the perishable nature of the stone of which St. Michael's

and St. John's are built, that there was something beautiful in the faith which could rear such fabrics of such materials. The men of those days did not dream that a day would ever come when the honour of God would be less dear to their children than to themselves; having achieved the grateful task of building such noble temples, they left them in unshaking trust to the care of posterity.—How has that trust been redeemed? We dare not answer the question, for it would be opening a field of censure, a tale of ignorance, of apathy, of neglect, which we hope and trust will ere long be reckoned among the things that have been. At one church, at any rate, a restoration is about to be begun in a noble and a right spirit. There has been no injurious competition, no question of cheapness, proper authorities have been consulted, and the results we trust will be, that the exterior of Trinity will be in some degree restored to its original splendour; would that we could hope the same for its interior, but of this we shall speak hereafter, for we must conclude this lecture with announcing that the next and last will embrace the internal arrangement of churches as it now is too generally, as it ought to be, and as it ere long will be."

WOODEN BRIDGES, &c.

THE following suggestion, and queries we insert from the letter of a most esteemed correspondent, whose reputation has long rung in our ears, and who is known far beyond the district he writes from. We shall be most happy to insert drawings of those renowned wooden bridges or viaducts of the North of England Railway, if any friend from that quarter will favour us by forwarding them. Regarding wooden bridges, and their durability, we have evidence of a strong character; they have been known to exist for centuries. The old bridge at Newark may be cited as an instance,—and as it is always a question in economics, to balance the advantages, it is important that such queries as those of our friend should be discussed in order to the decision as to the superiority of embankments, and stone or brick arches, as compared with those of wood, as he proposed. We are great friends to wooden constructions, but it may be by reason of our early predilections; and when we find a bias of this sort in our minds, we desire to suspect any conclusions that arise to this out of it. At any rate discussion is desirable, and we are grateful to our talented friend for giving us the opportunity of exercising it.

"I now propose to you, that you should give some attention to the necessity of erecting wood bridges, on account of cheapness. Having consulted some of the first writers, and taken the opinion of several engineers and architects, I am of opinion that wood bridges, and wood viaducts, may be formed to pass over rivers, canals, watercourses, and hollows (instead of having embankments), so as to last near a century.

"If you introduce this subject into your *BUILDER*, you will, in my opinion, open a new era in wood building; I therefore submit for your consideration, the following, in order that the promoters of several projected railways may have their eyes opened in avoiding those extravagant expenses which have been the ruin of many who have laid out their little all in railways.

"After you have read my remarks, you can consent as you think proper. If you can prove the saving as stated, many will read your *LETTERS* with pleasure, and may be induced to push the several lines of railways now in agitation.

"1st. What will be the expense of a wood bridge of a single line of railway 18 and 15 feet of roadway, 80 feet, 100 feet, 150 feet, and 160 feet each, one span crossing rivers; also of the same width of roadway, and 20 feet, 30 feet, and 40 feet span?

"2nd. What should be the rise from the springing of the arch of each of the bridges?

"3rd. What sort of timber might be used?

"4th. What time would they last, if painted or not?

"5th. What is the best coating for durability, whether paint, pitch and tar mixed, or tar only?

"6th. Will not a bridge last from 80 to near 100 years, if the timbers are well seasoned and covered with only tar?

"7th. Ought the timbers to be well kyanised?

"8th. Would not the timbers be more durable if well dressed without being kyanised?

"On the Darlington and Newcastle Railway, the directors are building wooden viaducts, and a great saving in expense is effected.

"I think, if you could turn your mind to the best plan to effect a saving of capital in the outlay, you will do the country some service."

OUR CABINET OF CURIOSITIES.

WE venture to say that many readers of our own standing and pursuits will at once recognise the quaint old woodcut under the head line. Of a verity it is the identical imprint of our old friend SYLVANUS URBAN, CARVER, first used to illustrate and adorn the "Gentleman's Magazine" for January, 1731.

Many are the recollections awakened by the turning up of this interesting memorial of early periodical literature. What a disparity exists in the activity of the press, and the taste for illustration, compared with the time when Sylvanus received this block from the hands of the engraver.

We have in the first number a sort of apologetic introduction, accounting for the temerity of the undertaking, in which we are told, "That upon calculating the number of newspapers, it is found that (besides divers written accounts) no less than 20 HUNDRED HUNDRED SYLVANUS CARVING!! are thrown from the press only in London, and about as many printed elsewhere to the Three Kingdoms" and that a medium appeared to be required in which to collate the effusions so widely dispersed:—"Well, the effort of our friend Sylvanus has lived through all the transitions that have followed, of which we have valuable proofs in more than a hundred volumes now at our elbow, and which have ever grown wearisome on our hands. For more than half a century the *Gentleman's Magazine* stood alone in the cultivation of the taste for architecture, in denouncing the spoliation of its monuments, and in registering a host of data that else had perished. All these, combined with the delight we years ago felt in rooting over the memorials of past times, portrayed in its crowded plates, of which, in the observance of a laudable economy, no curer was suffered to be made, rescue our interest in this trifling but authentic remnant of the working material of the press of 1731."

Time and space promised, we may revisit the locality of St. John's Gate, and inquire of the literary coterie of Sylvanus Urban, and the convivial meetings of the essayists of the eighteenth century; and we may even be tempted to go back to the days when the proud Templar strode through its portal to gain the sanctuary of the stronghold of his order, without the gate.



St. John's Gate, Clerkenwell.

IMPROVEMENTS AT ST. GUNBOUS CHAPEL, WINDSOR:—The Dean and Chapter of the Royal Chapel of St. George have just given directions for the whole of the interior of this richly-ornamented chapel to undergo extensive repairs and improvements, a work that will occupy at least two months, and which will necessarily occasion the closing of the sacred edifice during that period. Immense scaffolding will be erected, reaching from the floor to the groined ceiling of the nave and choir, which is to be thoroughly cleaned and the whole of the defective parts carefully painted, and restored by experienced workmen. The groined ceiling, also, of the side aisles, chapels, and transepts, is to undergo the same careful and extensive restoration; and likewise the organ-loft and that part of the chapel at the back of the altar. It is now nearly a century since any repairs of this nature have taken place within the interior of the chapel.

THE GATES OF SOMERSETH.—In a late number of a Delhi paper, an English officer says, "There is not a splinter of sandal-wood in the gates of Somerseth. They are genuine deal, and uncommonly worm-eaten."